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CENSUS

UNITED STATES FOREIGN TRADE

SUMMARY REPORT
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# WATERBORNE FOREIGN TRADE STATISTICS

## COVERAGE

This report presents statistics on total United States waterborne inbound and outbound shipments made in foreign trade, with the exception of such elements as are specified below.

From July 1953 through December 1955 and starting with July 1956, the statistics on waterborne exports of domestic and foreign merchandise and non-Department of Defense shipments of "special category" commodities exclude shipments individually valued at less than $500. For the months January through June 1956, these statistics exclude export shipments individually valued at less than $1,000. Information on the exclusion of the low-valued export shipments in the vessel statistics is contained in the November 1953 and February 1956 issues of the Foreign Trade Statistics Notes. From January 1954 through December 1957 vessel import figures exclude shipments having a shipping weight of less than 2,000 pounds, regardless of value, as well as shipments valued at less than $100, regardless of shipping weight. Starting with January 1958 statistics the import data exclude only those shipments where the value is less than $100 regardless of shipping weight. Information on the exclusion of the low-value and low-weight import shipments in the vessel statistics is contained in the February and March 1954 and January-March 1958 issues of the Foreign Trade Statistics Notes.

Vessel export figures in this report, shown in columns 4, 9, 13, and 16 of table 1 and in table 3, represent exports of domestic and foreign merchandise laden at the United States Customs area for shipment to foreign countries and include export shipments to United States civilian Government agencies and non-Department of Defense controlled foreign aid program shipments as described below. Excluded from these figures are shipments to the United States armed forces abroad of supplies and equipment for their own use as well as the other types of shipments described below for which information is shown in separate columns in table 1.

Department of Defense controlled and "special category" figures, shown in columns 6 and 11 of table 1 and in tables 5 and 6 of this report cover consolidated data for the following types of shipments:

1. Vessel export shipments of Department of Defense controlled cargo under special foreign aid programs, i.e., International Cooperation Administration, Army Civilian Supply, etc., made aboard United States flag vessels such as Army-Navy transports or commercial vessels chartered by the Department of Defense under time, voyage and space charter arrangements and including "special category" commodities without distinction.
2. Vessel export shipments of "special category" commodities not controlled by the Department of Defense for which detailed information cannot be shown separately because of security reasons. For an explanation and list of "special category" commodities and their presentation in foreign trade statistics see the April 1958 issue of Foreign Trade Statistics Notes.

Only shipping weight data in terms of United States port or coastal district of lading and foreign trade area of unlading are shown for these classes of shipments since information on the dollar value of exports of Department of Defense controlled cargo is not available at this level of detail. Consequently, the total value figures shown in columns 12 and 15 of table 1 for dry cargo and tanker shipments in that order correspond to the shipping weight figures shown in columns 3 and 8, respectively, of the same table.

Vessel import figures, shown in columns 3, 6, 9 and 12 of table 2 and in table 4 of this report, are general imports and represent the total of imports for immediate consumption plus entries into customs bonded storage and manufacturing warehouses made at the United States Customs area

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from foreign countries. Vessel import figures exclude American goods returned by the United States armed forces for their own use, import shipments on Army or Navy transports, and shipments covered by informal entries.

The following types of shipments are excluded from both the vessel export and import data: (1) Shipments of household and personal effects, (2) shipments by mail and parcel post, and (3) shipments of vessels under their own power and afloat. United States trade with Puerto Rico and with United States possessions is not reported as United States exports and imports.

Merchandise shipped in bond through the United States in transit from one foreign country to another without having been entered as an import is not included in any of the figures in the columns previously referred to (imported merchandise cleared through Customs and subsequently re-exported is included in both the import and export statistics). Separate information for the waterborne portion of the in-transit trade in terms of shipping weight and dollar value is presented in this report in tables 1 and 2. Columns 5, 10, 14, and 17 of table 1 reflect in-transit merchandise laden aboard vessels at United States ports, while columns 4, 7, 10, and 13 of table 2 reflect such merchandise unladen from vessels. The waterborne outbound and inbound in-transit statistics include (1) foreign merchandise transferred from one vessel to another in the United States port of arrival and shipped to a foreign country without being released from Customs custody in the United States; and (2) foreign merchandise arriving by vessel at one United States port, shipped through the United States under Customs bond, and leaving the United States by vessel from a port other than that at which it arrived. In addition, the waterborne outbound in-transit statistics also include (1) foreign merchandise withdrawn from a general order warehouse for immediate export by vessel or for transportation and export by vessel (such merchandise was not recorded as an import when it entered the warehouse), and (2) foreign merchandise shipped via vessel from a United States Foreign Trade Zone to a foreign country (such merchandise is deposited in the Foreign Trade Zone without being entered as an import). Any inbound or outbound in-transit merchandise moving by methods of transportation other than vessel is excluded from the in-transit statistics. Thus, merchandise arriving at the United States by vessel and leaving by some other method of transportation is included in the inbound data only. On the other hand, merchandise arriving by other than waterborne transportation and laden aboard vessels upon departure is included in the outbound statistics but not in the inbound data. The inbound and outbound segments, therefore, do not counter-balance one another and are complementary only insofar as they involve merchandise carried by vessels to and from the United States. For a more detailed discussion of the in-transit trade statistics and the types of shipments excluded from these data see the February 1953 issue of the Foreign Trade Statistics Notes.

All types of outbound vessel shipments in tables 1 and 5 are credited to the coastal districts, customs districts, and ports at which the merchandise was laden. All types of inbound vessel shipments in table 2 are credited to the coastal districts, customs districts, and ports at which merchandise was unladen. In the case of vessel general imports this is not necessarily the same as the customs district in which the goods were entered into warehouse or entered for immediate consumption.

Vessel exports in tables 3 and 6 are credited to the foreign trade areas at which the merchandise was unladen. Vessel imports in table 4 are credited to the foreign trade areas at which the merchandise was laden aboard the vessels carrying the cargo to the United States. The countries of destination or origin of merchandise are not necessarily located within the trade areas to which the merchandise is shipped or from which it is received. Detailed definitions of foreign trade areas in terms of the countries and ports included in each are contained in Schedule R, Code Classification and Definition of Foreign Trade Areas.

Shipping weight figures represent the gross weight of shipments, including the weight of containers, wrappings, crates and moisture content. Vessel export values represent the values at time and place of export. They are based on the selling price ( or on the cost if not sold) and include inland freight, insurance and other charges to place of export. Transportation and other costs beyond the United States port of exportation are excluded. Vessel import values, as well as the values for in-transit shipments, are generally based on the market or selling price and are in general f.o.b. the exporting country. Since in-transit merchandise is not subject to the imposition of import duties at the United States, the valuation reported for such shipments is not verified by customs to the extent applicable in the case of import entries and may in some cases include transportation costs and insurance to the United States as well as other cost elements.

Vessel shipments in tables 1 and 2 are classified as dry cargo or tanker shipments solely on the basis of the type of vessel used without regard to the cargo carried. Tanker vessels are those primarily designed for the carriage of liquid cargoes in bulk, while all others are classified as dry cargo vessels. A further segregation of dry cargo vessel shipments is provided in tables 3-6 on the basis of type of service, i.e., liner (berth) or irregular (tramp). Liner service is that type of service offered by a regular line operator of dry cargo vessels on berth. The itineraries and sailing schedules of such vessels are predetermined and fixed. Irregular or tramp service is that type of service afforded by dry cargo vessels which are chartered or otherwise hired for the carriage of goods on special voyages. Vessels in this type of service are not on berth and their sailing schedules are not predetermined or fixed.

Table 1.—SHIPPING WEIGHT AND VALUE OF UNITED STATES WATERBORNE EXPORTS OF DOMESTIC AND FOREIGN MERCHANDISE, OUTBOUND IN-TRANSIT MERCHANDISE, AND SHIPMENTS OF DEPARTMENT OF DEFENSE CONTROLLED CARGO AND "SPECIAL CATEGORY" NON-DEPARTMENT OF DEFENSE CONTROLLED CARGO, ON DRY CARGO AND TANKER VESSELS, BY CUSTOMS DISTRICT AND PORT OF LADING

(Totals are given for all customs districts at which there are vessel shipments. Only those ports are shown whose combined export and import tonnage averaged 5 million pounds or more per month during calendar year 1958. Customs district totals are for all ports in the district including those not shown. Totals represent the sums of unrounded figures, hence may vary slightly from the sums of the rounded amounts. Totals shown for previous months include current revisions)

| Customs district and port | Shipping weight in millions of pounds | | | | | | | | | | | Value in millions of dollars | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Dry cargo | | | | | Tanker | | | | | Dry cargo | | | Tanker | | |
| | Grand total | Total | Domestic, foreign and in-transit cargo | | | Dept. of Defense and "Special category" | Total | Domestic, foreign and in-transit cargo | | | Dept. of Defense and "Special category" | Total | Domestic and foreign | In-transit | Total | Domestic and foreign | In-transit |
| | | | Total | Domestic and foreign | In-transit | | | Total | Domestic and foreign | In-transit | | | | | | | |
| | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | (14) | (15) | (16) | (17) |
| Total all districts: | | | | | | | | | | | | | | | | | |
| Monthly average 1958.. | 19,638.9 | 17,717.3 | 17,574.4 | 17,425.8 | 148.6 | 142.9 | 1,921.7 | 1,684.5 | 1,678.2 | 6.3 | 237.2 | 889.9 | 854.2 | 35.7 | 32.7 | 32.5 | 0.2 |
| November 1958 | 20,562.1 | 18,317.9 | 18,096.9 | 17,971.0 | 125.9 | 221.0 | 2,244.3 | 1,945.9 | 1,941.4 | 4.5 | 298.4 | 926.7 | 896.1 | 30.6 | 36.5 | 36.0 | 0.5 |
| October 1959 | 18,094.9 | 15,728.0 | 15,631.2 | 15,492.6 | 138.6 | 96.8 | 2,367.0 | 2,192.4 | 2,181.0 | 11.4 | 174.6 | 850.9 | 819.8 | 31.1 | 47.5 | 47.1 | 0.4 |
| November 1959 | 17,624.4 | 15,590.7 | 15,501.7 | 15,355.1 | 146.6 | 89.0 | 2,033.8 | 1,857.8 | 1,857.2 | 0.6 | 176.0 | 907.3 | 876.2 | 31.1 | 49.4 | 49.3 | 0.1 |
| North Atlantic Coast Districts | 6,012.9 | 5,926.4 | 5,908.2 | 5,857.2 | 51.0 | 18.2 | 86.5 | 85.5 | 85.5 | (*) | 1.0 | 471.7 | 451.5 | 20.2 | 5.3 | 5.3 | (*) |
| Maine and New Hampshire | 7.1 | 7.1 | 7.1 | 7.1 | ... | (*) | ... | ... | ... | ... | ... | 0.8 | 0.8 | ... | ... | ... | ... |
| Portland, Maine | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Bangor, Maine | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Portsmouth, N. H. | 1.0 | 1.0 | 1.0 | 1.0 | ... | ... | ... | ... | ... | ... | ... | 0.4 | 0.4 | ... | ... | ... | ... |
| Belfast, Maine | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Searsport, Maine | 5.8 | 5.8 | 5.8 | 5.8 | ... | ... | ... | ... | ... | ... | ... | 0.3 | 0.3 | ... | ... | ... | ... |
| Massachusetts | 154.7 | 154.7 | 154.5 | 154.5 | (*) | 0.2 | ... | ... | ... | ... | ... | 8.1 | 8.1 | (*) | ... | ... | ... |
| Boston | 152.9 | 152.9 | 152.7 | 152.7 | (*) | 0.2 | ... | ... | ... | ... | ... | 7.8 | 7.8 | (*) | ... | ... | ... |
| Gloucester | 1.8 | 1.8 | 1.8 | 1.8 | ... | ... | ... | ... | ... | ... | ... | 0.3 | 0.3 | ... | ... | ... | ... |
| New Bedford | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Fall River | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Salem | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Rhode Island | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Providence | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Connecticut | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Bridgeport | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| New Haven | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| New London | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| New York | 1,204.1 | 1,159.0 | 1,148.0 | 1,099.9 | 48.1 | 11.0 | 45.2 | 45.2 | 45.2 | ... | ... | 341.2 | 321.5 | 19.7 | 3.5 | 3.5 | ... |
| New York | 1,120.0 | 1,074.9 | 1,063.9 | 1,015.8 | 48.1 | 11.0 | 45.2 | 45.2 | 45.2 | ... | ... | 339.0 | 319.3 | 19.7 | 3.5 | 3.5 | ... |
| Albany | 84.1 | 84.1 | 84.1 | 84.1 | ... | ... | ... | ... | ... | ... | ... | 2.2 | 2.2 | ... | ... | ... | ... |
| Philadelphia | 478.0 | 436.7 | 434.4 | 432.0 | 2.4 | 2.3 | 41.3 | 40.3 | 40.3 | (*) | 1.0 | 23.5 | 23.2 | 0.3 | 1.8 | 1.8 | (*) |
| Philadelphia, Pa. | 451.8 | 419.1 | 416.8 | 414.4 | 2.4 | 2.3 | 32.7 | 32.7 | 32.7 | (*) | ... | 22.8 | 22.5 | 0.3 | 1.4 | 1.4 | (*) |
| Wilmington, Del. | 4.6 | 4.6 | 4.6 | 4.6 | ... | ... | ... | ... | ... | ... | ... | (*) | (*) | ... | ... | ... | ... |
| Paulsboro, N. J. | 9.9 | 8.8 | 8.8 | 8.8 | ... | ... | 1.2 | 1.2 | 1.2 | ... | ... | 0.5 | 0.5 | ... | 0.2 | 0.2 | ... |
| Camden, N. J. | 0.1 | 0.1 | 0.1 | 0.1 | ... | ... | ... | ... | ... | ... | ... | (*) | (*) | ... | ... | ... | ... |
| Marcus Hook, Pa. | 10.8 | 4.1 | 4.1 | 4.1 | ... | ... | 6.7 | 5.7 | 5.7 | ... | 1.0 | 0.1 | 0.1 | ... | 0.2 | 0.2 | ... |
| Maryland | 788.5 | 788.4 | 788.4 | 788.2 | 0.2 | (*) | ... | ... | ... | ... | ... | 33.1 | 33.1 | (*) | ... | ... | ... |
| Baltimore | 788.5 | 788.4 | 788.4 | 788.2 | 0.2 | (*) | ... | ... | ... | ... | ... | 33.1 | 33.1 | (*) | ... | ... | ... |
| Virginia | 3,380.5 | 3,380.5 | 3,375.8 | 3,375.5 | 0.3 | 4.7 | ... | ... | ... | ... | ... | 64.9 | 64.8 | 0.1 | ... | ... | ... |
| Norfolk | 2,257.8 | 2,257.8 | 2,253.3 | 2,253.3 | (*) | 4.5 | ... | ... | ... | ... | ... | 34.7 | 34.7 | (*) | ... | ... | ... |
| Newport News | 1,086.7 | 1,086.7 | 1,086.5 | 1,086.2 | 0.3 | 0.2 | ... | ... | ... | ... | ... | 28.3 | 28.2 | 0.1 | ... | ... | ... |
| Richmond | 36.0 | 36.0 | 36.0 | 36.0 | ... | ... | ... | ... | ... | ... | ... | 1.9 | 1.9 | ... | ... | ... | ... |
| Alexandria | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| South Atlantic Coast Districts | 334.7 | 289.4 | 286.6 | 286.0 | 0.6 | 2.8 | 45.3 | 45.3 | 45.3 | ... | ... | 39.7 | 39.5 | 0.2 | 0.7 | 0.7 | ... |
| North Carolina | 30.1 | 30.1 | 28.8 | 28.8 | ... | 1.3 | ... | ... | ... | ... | ... | 11.5 | 11.5 | ... | ... | ... | ... |
| Wilmington | 16.3 | 16.2 | 14.9 | 14.9 | ... | 1.3 | ... | ... | ... | ... | ... | 2.4 | 2.4 | ... | ... | ... | ... |
| Morehead City | 13.8 | 13.8 | 13.8 | 13.8 | ... | ... | ... | ... | ... | ... | ... | 9.1 | 9.1 | ... | ... | ... | ... |
| South Carolina | 39.5 | 39.6 | 38.8 | 38.8 | ... | 0.8 | ... | ... | ... | ... | ... | 7.2 | 7.2 | ... | ... | ... | ... |
| Charleston | 29.2 | 29.3 | 28.5 | 28.5 | ... | 0.8 | ... | ... | ... | ... | ... | 6.5 | 6.5 | ... | ... | ... | ... |
| Georgetown | 10.3 | 10.3 | 10.3 | 10.3 | ... | ... | ... | ... | ... | ... | ... | 0.7 | 0.7 | ... | ... | ... | ... |
| Georgia | 79.8 | 78.6 | 78.1 | 78.1 | ... | 0.5 | 1.2 | 1.2 | 1.2 | ... | ... | 7.3 | 7.3 | ... | (*) | (*) | ... |
| Brunswick | 9.0 | 9.0 | 8.5 | 8.5 | ... | 0.5 | ... | ... | ... | ... | ... | 0.6 | 0.6 | ... | ... | ... | ... |
| Savannah | 70.7 | 69.6 | 69.6 | 69.6 | ... | (*) | 1.2 | 1.2 | 1.2 | ... | ... | 6.7 | 6.7 | ... | (*) | (*) | ... |

See footnotes at end of teble.

Table 1.—SHIPPING WEIGHT AND VALUE OF UNITED STATES WATERBORNE EXPORTS OF DOMESTIC AND FOREIGN MERCHANDISE, OUTBOUND IN-TRANSIT MERCHANDISE, AND SHIPMENTS OF DEPARTMENT OF DEFENSE CONTROLLED CARGO AND "SPECIAL CATEGORY" NON-DEPARTMENT OF DEFENSE CONTROLLED CARGO, ON DRY CARGO AND TANKER VESSELS, BY CUSTOMS DISTRICT AND PORT OF LADING—Continued

| Customs district and port | Shipping weight in millions of pounds | | | | | | | | | | | Value in millions of dollars | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Grand total | Dry cargo | | | | | Tanker | | | | | Dry cargo | | | Tanker | | |
| | | Total | Domestic, foreign and in-transit cargo | | | Dept. of Defense and "Special category" | Total | Domestic, foreign and in-transit cargo | | | Dept. of Defense and "Special category" | Total | Domestic and foreign | In-transit | Total | Domestic and foreign | In-transit |
| | | | Total | Domestic and foreign | In-transit | | | Total | Domestic and foreign | In-transit | | | | | | | |
| | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | (14) | (15) | (16) | (17) |
| South Atlantic Coast Districts—Con. | | | | | | | | | | | | | | | | | |
| Florida[1] | 185.3 | 141.0 | 140.9 | 140.3 | 0.6 | 0.2 | 44.2 | 44.2 | 44.2 | ... | ... | 13.8 | 13.6 | 0.2 | 0.6 | 0.6 | ... |
| Jacksonville | 59.0 | 58.3 | 58.3 | 58.2 | 0.1 | (*) | 0.8 | 0.8 | 0.8 | ... | ... | 2.1 | 2.1 | (*) | 0.1 | 0.1 | ... |
| Miami | 17.7 | 17.7 | 17.6 | 17.1 | 0.5 | 0.1 | ... | ... | ... | ... | ... | 4.5 | 4.4 | 0.1 | ... | ... | ... |
| West Palm Beach | 47.8 | 47.8 | 47.6 | 47.6 | (*) | 0.2 | ... | ... | ... | ... | ... | 6.5 | 6.5 | (*) | ... | ... | ... |
| Port Everglades | 56.8 | 13.5 | 13.5 | 13.5 | ... | ... | 43.4 | 43.4 | 43.4 | ... | ... | 0.3 | 0.3 | ... | 0.6 | 0.6 | ... |
| Gulf Coast Districts | 5,252.7 | 3,944.6 | 3,916.7 | 3,854.7 | 62.0 | 27.9 | 1,308.0 | 1,134.3 | 1,133.7 | 0.6 | 173.7 | 224.2 | 217.2 | 7.0 | 32.8 | 32.7 | 0.1 |
| Florida[1] | 519.5 | 518.9 | 518.0 | 518.0 | (*) | 0.9 | 0.6 | 0.6 | 0.6 | ... | ... | 7.3 | 7.3 | (*) | (*) | (*) | ... |
| Tampa | 432.5 | 432.4 | 432.4 | 432.4 | (*) | (*) | ... | ... | ... | ... | ... | 4.3 | 4.3 | (*) | ... | ... | ... |
| Pensacola | 46.0 | 46.0 | 45.5 | 45.5 | (*) | 0.5 | ... | ... | ... | ... | ... | 1.8 | 1.8 | (*) | ... | ... | ... |
| Bocagrande | 22.7 | 22.7 | 22.7 | 22.7 | ... | ... | ... | ... | ... | ... | ... | 0.1 | 0.1 | ... | ... | ... | ... |
| Panama City | 16.1 | 15.5 | 15.5 | 15.5 | ... | ... | 0.6 | 0.6 | 0.6 | ... | ... | 1.0 | 1.0 | ... | (*) | (*) | ... |
| Mobile | 408.7 | 282.5 | 275.7 | 275.7 | (*) | 6.8 | 126.2 | 126.2 | 126.2 | ... | ... | 10.2 | 10.2 | (*) | 4.3 | 4.3 | ... |
| Mobile, Ala | 392.9 | 266.7 | 259.9 | 259.9 | (*) | 6.8 | 126.2 | 126.2 | 126.2 | ... | ... | 9.8 | 9.8 | (*) | 4.3 | 4.3 | ... |
| Gulfport, Miss | 15.8 | 15.8 | 15.8 | 15.8 | ... | ... | ... | ... | ... | ... | ... | 0.4 | 0.4 | ... | ... | ... | ... |
| Pascagoula, Miss | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| New Orleans | 1,796.2 | 1,525.5 | 1,507.5 | 1,501.6 | 5.9 | 18.0 | 270.7 | 227.1 | 227.1 | ... | 43.6 | 85.6 | 84.9 | 0.7 | 7.5 | 7.5 | ... |
| New Orleans, La | 1,123.0 | 991.7 | 974.2 | 969.8 | 4.4 | 17.5 | 131.3 | 131.3 | 131.3 | ... | ... | 70.7 | 70.0 | 0.7 | 5.8 | 5.8 | ... |
| Baton Rouge, La | 559.5 | 430.0 | 429.7 | 428.2 | 1.5 | 0.3 | 129.6 | 88.8 | 88.8 | ... | 40.8 | 13.2 | 13.2 | (*) | 1.4 | 1.4 | ... |
| Port Sulphur, La | 96.9 | 96.9 | 96.9 | 96.9 | ... | ... | ... | ... | ... | ... | ... | 1.0 | 1.0 | ... | ... | ... | ... |
| St. Louis | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Sabine | 619.8 | 369.0 | 367.1 | 367.1 | ... | 1.9 | 250.8 | 216.3 | 216.3 | ... | 34.5 | 17.6 | 17.6 | ... | 4.9 | 4.9 | ... |
| Port Arthur, Tex | 415.0 | 236.2 | 235.5 | 235.5 | ... | 0.7 | 178.9 | 171.7 | 171.7 | ... | 7.2 | 6.1 | 6.1 | ... | 4.2 | 4.2 | ... |
| Sabine, Tex | 0.7 | 0.7 | 0.7 | 0.7 | ... | ... | ... | ... | ... | ... | ... | (*) | (*) | ... | ... | ... | ... |
| Beaumont, Tex | 100.7 | 51.8 | 50.6 | 50.6 | ... | 1.2 | 48.8 | 26.8 | 26.8 | ... | 22.0 | 5.2 | 5.2 | ... | 0.3 | 0.3 | ... |
| Lake Charles, La | 100.4 | 77.3 | 77.3 | 77.3 | ... | (*) | 23.1 | 17.8 | 17.8 | ... | 5.3 | 6.1 | 6.1 | ... | 0.4 | 0.4 | ... |
| Galveston | 1,833.4 | 1,173.7 | 1,173.3 | 1,171.2 | 2.1 | 0.4 | 659.7 | 564.2 | 563.6 | 0.6 | 95.5 | 93.7 | 93.4 | 0.3 | 16.0 | 15.9 | 0.1 |
| Galveston, Tex | 712.6 | 536.2 | 536.2 | 535.8 | 0.4 | ... | 176.4 | 176.4 | 176.4 | ... | ... | 33.7 | 33.6 | 0.1 | 4.0 | 4.0 | ... |
| Houston, Tex | 810.8 | 520.3 | 519.9 | 518.4 | 1.5 | 0.4 | 290.5 | 201.0 | 200.4 | 0.6 | 89.5 | 53.5 | 53.3 | 0.2 | 6.9 | 6.8 | 0.1 |
| Freeport, Tex | 44.0 | ... | ... | ... | ... | ... | 44.0 | 39.7 | 39.7 | ... | 4.3 | ... | ... | ... | 1.3 | 1.3 | ... |
| Corpus Christi, Tex | 230.5 | 117.2 | 117.2 | 117.0 | 0.2 | ... | 113.2 | 111.5 | 111.5 | ... | 1.7 | 6.5 | 6.5 | (*) | 2.4 | 2.4 | ... |
| Texas City, Tex | 35.5 | ... | ... | ... | ... | ... | 35.5 | 35.5 | 35.5 | ... | ... | ... | ... | ... | 1.5 | 1.5 | ... |
| Laredo | 75.2 | 75.2 | 75.2 | 21.1 | 54.1 | ... | ... | ... | ... | ... | ... | 9.6 | 3.7 | 5.9 | ... | ... | ... |
| Brownsville, Tex | 75.2 | 75.2 | 75.2 | 21.1 | 54.1 | ... | ... | ... | ... | ... | ... | 9.6 | 3.7 | 5.9 | ... | ... | ... |
| South Pacific Coast Districts | 1,017.9 | 785.6 | 774.1 | 764.8 | 9.3 | 11.5 | 232.3 | 231.7 | 231.7 | ... | 0.6 | 71.8 | 68.4 | 3.4 | 2.3 | 2.3 | ... |
| San Diego | 9.7 | 9.7 | 9.6 | 6.4 | 3.2 | 0.1 | ... | ... | ... | ... | ... | 2.0 | 1.1 | 0.9 | ... | ... | ... |
| Los Angeles | 432.9 | 254.4 | 252.6 | 249.0 | 3.6 | 1.8 | 178.6 | 178.6 | 178.6 | ... | ... | 25.0 | 23.6 | 1.4 | 1.4 | 1.4 | ... |
| Los Angeles, Calif | 319.2 | 164.2 | 164.0 | 161.2 | 2.8 | 0.2 | 154.9 | 154.9 | 154.9 | ... | (*) | 15.5 | 14.4 | 1.1 | 1.2 | 1.2 | ... |
| Port San Luis, Calif | 15.6 | ... | ... | ... | ... | ... | 15.6 | 15.6 | 15.6 | ... | ... | ... | ... | ... | 0.1 | 0.1 | ... |
| Long Beach, Calif | 87.1 | 87.1 | 86.2 | 85.4 | 0.8 | 0.9 | ... | ... | ... | ... | ... | 9.4 | 9.1 | 0.3 | ... | ... | ... |
| El Segundo, Calif | 8.0 | ... | ... | ... | ... | ... | 8.0 | 8.0 | 8.0 | ... | ... | ... | ... | ... | (*) | (*) | ... |
| San Francisco | 575.3 | 521.6 | 511.9 | 509.5 | 2.4 | 9.7 | 53.7 | 53.1 | 53.1 | ... | 0.6 | 44.6 | 43.6 | 1.0 | 1.0 | 1.0 | ... |
| Eureka, Calif | 18.4 | 18.4 | 18.4 | 18.4 | ... | ... | ... | ... | ... | ... | ... | 0.7 | 0.7 | ... | ... | ... | ... |
| San Francisco, Calif | 66.6 | 66.6 | 66.1 | 64.5 | 1.6 | 0.5 | 0.1 | 0.1 | 0.1 | ... | ... | 20.3 | 19.5 | 0.8 | (*) | (*) | ... |
| Stockton, Calif | 215.6 | 215.6 | 215.4 | 215.2 | 0.2 | 0.2 | ... | ... | ... | ... | ... | 7.3 | 7.2 | 0.1 | ... | ... | ... |
| Oakland, Calif | 103.7 | 103.7 | 94.9 | 94.2 | 0.7 | 8.8 | ... | ... | ... | ... | ... | 10.5 | 10.3 | 0.2 | ... | ... | ... |
| Richmond, Calif | 70.0 | 38.4 | 38.4 | 38.4 | (*) | (*) | 31.6 | 31.0 | 31.0 | ... | 0.6 | 1.3 | 1.3 | (*) | 0.7 | 0.7 | ... |
| Alameda, Calif | 33.3 | 33.3 | 33.2 | 33.2 | (*) | 0.1 | ... | ... | ... | ... | ... | 4.6 | 4.6 | (*) | ... | ... | ... |
| Crockett, Calif | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Martinez, Calif | 7.7 | ... | ... | ... | ... | ... | 7.7 | 7.7 | 7.7 | ... | ... | ... | ... | ... | 0.1 | 0.1 | ... |
| Redwood City, Calif | 41.8 | 41.8 | 41.8 | 41.8 | ... | ... | ... | ... | ... | ... | ... | 0.1 | 0.1 | ... | ... | ... | ... |
| Salby, Calif | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

See footnotss at end of table.

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| North Pacific Coast Districts | 1,008.7 | 846.9 | 820.6 | 798.2 | 22.4 | 26.3 | 161.8 | 161.1 | 161.1 | ... | 0.7 | 32.1 | 31.8 | 0.3 | 4.2 | 4.2 | ... |
| Oregon | 665.1 | 524.2 | 517.4 | 517.4 | ... | 6.8 | 141.0 | 141.0 | 141.0 | ... | ... | 18.2 | 18.2 | ... | 3.9 | 3.9 | ... |
| Astoria | 14.6 | 14.6 | 14.6 | 14.6 | ... | ... | ... | ... | ... | ... | ... | 0.8 | 0.8 | ... | ... | ... | ... |
| Coos Bay | 60.3 | 60.3 | 60.3 | 60.3 | ... | ... | ... | ... | ... | ... | ... | 1.4 | 1.4 | ... | ... | ... | ... |
| Portland | 372.3 | 321.8 | 321.8 | 321.8 | ... | (*) | 50.4 | 50.4 | 50.4 | ... | ... | 12.1 | 12.1 | ... | 1.4 | 1.4 | ... |
| Longview, Wash | 120.7 | 65.7 | 65.7 | 65.7 | ... | ... | 55.0 | 55.0 | 55.0 | ... | ... | 2.1 | 2.1 | ... | 1.5 | 1.5 | ... |
| Vancouver, Wash | 81.4 | 45.9 | 45.9 | 45.9 | ... | ... | 35.5 | 35.5 | 35.5 | ... | ... | 1.4 | 1.4 | ... | 1.0 | 1.0 | ... |
| Washington | 343.6 | 322.7 | 303.2 | 280.8 | 22.4 | 19.5 | 20.9 | 20.2 | 20.2 | ... | 0.7 | 13.9 | 13.6 | 0.3 | 0.3 | 0.3 | ... |
| Seattle | 243.5 | 229.6 | 215.8 | 193.4 | 22.4 | 13.8 | 13.9 | 13.9 | 13.9 | ... | ... | 8.5 | 8.2 | 0.3 | 0.2 | 0.2 | ... |
| Tacoma | 53.0 | 46.7 | 46.7 | 46.7 | (*) | (*) | 6.3 | 6.3 | 6.3 | ... | ... | 1.7 | 1.7 | (*) | 0.1 | 0.1 | ... |
| Aberdeen-Hoquiam | 7.7 | 7.7 | 7.7 | 7.7 | ... | ... | ... | ... | ... | ... | ... | 0.6 | 0.6 | ... | ... | ... | ... |
| Bellingham | 11.8 | 11.8 | 11.8 | 11.8 | ... | ... | ... | ... | ... | ... | ... | 1.2 | 1.2 | ... | ... | ... | ... |
| Everett | 9.1 | 9.2 | 6.9 | 6.9 | ... | 2.3 | ... | ... | ... | ... | ... | 0.9 | 0.9 | ... | ... | ... | ... |
| Port Angeles | 3.5 | 3.5 | 3.5 | 3.5 | ... | (*) | ... | ... | ... | ... | ... | 0.4 | 0.4 | ... | ... | ... | ... |
| Port Townsend | 1.0 | 1.0 | 1.0 | 1.0 | ... | ... | ... | ... | ... | ... | ... | (*) | (*) | ... | ... | ... | ... |
| Anacortes | 2.5 | 2.5 | 0.9 | 0.9 | ... | 1.6 | ... | ... | ... | ... | ... | 0.6 | 0.6 | ... | ... | ... | ... |
| Great Lakes Districts | 3,919.7 | 3,770.4 | 3,768.2 | 3,767.3 | 0.9 | 2.2 | 149.3 | 149.3 | 149.3 | ... | ... | 66.0 | 66.0 | (*) | 3.5 | 3.5 | ... |
| St. Lawrence | 3.3 | 3.3 | 3.3 | 3.3 | ... | ... | ... | ... | ... | ... | ... | 0.2 | 0.2 | ... | ... | ... | ... |
| Ogdensburg, N. Y. | 3.3 | 3.3 | 3.3 | 3.3 | ... | ... | ... | ... | ... | ... | ... | 0.2 | 0.2 | ... | ... | ... | ... |
| Waddington, N. Y. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Rochaster | 414.8 | 414.8 | 414.8 | 414.8 | ... | ... | ... | ... | ... | ... | ... | 1.8 | 1.8 | ... | ... | ... | ... |
| Oswego, N. Y. | 97.5 | 97.5 | 97.5 | 97.5 | ... | ... | ... | ... | ... | ... | ... | 0.5 | 0.5 | ... | ... | ... | ... |
| Rochester, N. Y. | 58.5 | 58.5 | 58.5 | 58.5 | ... | ... | ... | ... | ... | ... | ... | 0.3 | 0.3 | ... | ... | ... | ... |
| Sodus Point, N. Y. | 258.9 | 258.9 | 258.9 | 258.9 | ... | ... | ... | ... | ... | ... | ... | 1.0 | 1.0 | ... | ... | ... | ... |
| Buffalo | 64.0 | 64.1 | 64.1 | 63.2 | 0.9 | ... | ... | ... | ... | ... | ... | 1.7 | 1.7 | (*) | ... | ... | ... |
| Buffalo, N. Y. | 64.0 | 64.1 | 64.1 | 63.2 | 0.9 | ... | ... | ... | ... | ... | ... | 1.7 | 1.7 | (*) | ... | ... | ... |
| Duluth and Superior | 955.0 | 882.8 | 882.8 | 882.8 | ... | ... | 72.4 | 72.4 | 72.4 | ... | ... | 14.0 | 14.0 | ... | 1.8 | 1.8 | ... |
| Duluth, Minn | 163.8 | 126.5 | 126.5 | 126.5 | ... | ... | 37.3 | 37.3 | 37.3 | ... | ... | 2.4 | 2.4 | ... | 0.8 | 0.8 | ... |
| Ashland, Wis | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| International Falls-Ranier, Minn | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Superior, Wis | 513.7 | 478.6 | 478.6 | 478.6 | ... | ... | 35.1 | 35.1 | 35.1 | ... | ... | 8.7 | 8.7 | ... | 1.0 | 1.0 | ... |
| Wisconsin | 61.2 | 61.3 | 61.2 | 61.2 | (*) | 0.1 | ... | ... | ... | ... | ... | 5.5 | 5.5 | (*) | ... | ... | ... |
| Milwaukee | 60.7 | 60.8 | 60.7 | 60.7 | (*) | 0.1 | ... | ... | ... | ... | ... | 5.5 | 5.5 | (*) | ... | ... | ... |
| Marinette | (*) | (*) | (*) | (*) | ... | ... | ... | ... | ... | ... | ... | (*) | (*) | ... | ... | ... | ... |
| Green Bay | 0.5 | 0.5 | 0.5 | 0.5 | ... | ... | ... | ... | ... | ... | ... | (*) | (*) | ... | ... | ... | ... |
| Michigan | 603.9 | 573.6 | 572.0 | 572.0 | (*) | 1.6 | 30.3 | 30.3 | 30.3 | ... | ... | 10.4 | 10.4 | (*) | 0.6 | 0.6 | ... |
| Detroit | 104.3 | 74.1 | 72.5 | 72.5 | (*) | 1.6 | 30.3 | 30.3 | 30.3 | ... | ... | 5.9 | 5.9 | (*) | 0.6 | 0.6 | ... |
| Saginaw-Bay City | 11.2 | 11.2 | 11.2 | 11.2 | ... | ... | ... | ... | ... | ... | ... | 1.6 | 1.6 | ... | ... | ... | ... |
| Muskegon | 43.9 | 43.9 | 43.9 | 43.9 | ... | ... | ... | ... | ... | ... | ... | 1.3 | 1.3 | ... | ... | ... | ... |
| Calcite | 118.4 | 118.4 | 118.4 | 118.4 | ... | ... | ... | ... | ... | ... | ... | 0.1 | 0.1 | ... | ... | ... | ... |
| Presque Isle | 41.2 | 41.2 | 41.2 | 41.2 | ... | ... | ... | ... | ... | ... | ... | 0.2 | 0.2 | ... | ... | ... | ... |
| Chicago | 418.9 | 399.7 | 399.4 | 399.4 | (*) | 0.3 | 19.2 | 19.2 | 19.2 | ... | ... | 19.9 | 19.9 | (*) | 0.8 | 0.8 | ... |
| Chicago, Ill | 409.4 | 399.7 | 399.4 | 399.4 | (*) | 0.3 | 9.7 | 9.7 | 9.7 | ... | ... | 19.9 | 19.9 | (*) | 0.7 | 0.7 | ... |
| East Chicago, Ind | 9.5 | ... | ... | ... | ... | ... | 9.5 | 9.5 | 9.5 | ... | ... | ... | ... | ... | 0.1 | 0.1 | ... |
| Gary, Ind | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Ohio | 1,398.3 | 1,370.9 | 1,370.6 | 1,370.6 | ... | 0.3 | 27.5 | 27.5 | 27.5 | ... | ... | 12.6 | 12.6 | ... | 0.3 | 0.3 | ... |
| Cleveland | 44.1 | 32.3 | 32.3 | 32.3 | ... | (*) | 11.8 | 11.8 | 11.8 | ... | ... | 5.5 | 5.5 | ... | 0.2 | 0.2 | ... |
| Toledo | 450.8 | 435.1 | 434.8 | 434.8 | ... | 0.3 | 15.7 | 15.7 | 15.7 | ... | ... | 3.2 | 3.2 | ... | 0.1 | 0.1 | ... |
| Erie, Pa | 77.3 | 77.3 | 77.3 | 77.3 | ... | ... | ... | ... | ... | ... | ... | 0.3 | 0.3 | ... | ... | ... | ... |
| Sandusky | 396.1 | 396.1 | 396.1 | 396.1 | ... | ... | ... | ... | ... | ... | ... | 1.8 | 1.8 | ... | ... | ... | ... |
| Ashtabula | 315.3 | 315.3 | 315.3 | 315.3 | ... | ... | ... | ... | ... | ... | ... | 1.5 | 1.5 | ... | ... | ... | ... |
| Conneaut | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Fairport | 76.5 | 76.5 | 76.5 | 76.5 | ... | ... | ... | ... | ... | ... | ... | 0.3 | 0.3 | ... | ... | ... | ... |
| Huron | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Lorain | 2.6 | 2.6 | 2.6 | 2.6 | ... | ... | ... | ... | ... | ... | ... | (*) | (*) | ... | ... | ... | ... |
| Puerto Rico, Hawaii, and Alaska Districts | 77.8 | 27.3 | 27.3 | 26.9 | 0.4 | (*) | 50.5 | 50.5 | 50.5 | ... | ... | 1.9 | 1.8 | 0.1 | 0.5 | 0.5 | ... |
| Puerto Rico | 56.2 | 5.7 | 5.7 | 5.3 | 0.4 | (*) | 50.5 | 50.5 | 50.5 | ... | ... | 0.8 | 0.7 | 0.1 | 0.5 | 0.5 | ... |
| Guanica | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Mayagusz | 0.2 | 0.2 | 0.2 | 0.2 | ... | ... | ... | ... | ... | ... | ... | (*) | (*) | ... | ... | ... | ... |
| Ponca | 16.8 | 1.0 | 1.0 | 1.0 | ... | ... | 15.8 | 15.8 | 15.8 | ... | ... | 0.1 | 0.1 | ... | 0.1 | 0.1 | ... |
| San Juan | 4.6 | 4.5 | 4.5 | 4.1 | 0.4 | (*) | ... | ... | ... | ... | ... | 0.7 | 0.6 | 0.1 | ... | ... | ... |
| Hawaii | 7.3 | 7.3 | 7.3 | 7.3 | ... | (*) | ... | ... | ... | ... | ... | 0.8 | 0.8 | ... | ... | ... | ... |
| Honolulu | 6.0 | 6.0 | 6.0 | 6.0 | ... | (*) | ... | ... | ... | ... | ... | 0.6 | 0.6 | ... | ... | ... | ... |
| Alaska | 14.3 | 14.3 | 14.3 | 14.3 | ... | ... | ... | ... | ... | ... | ... | 0.3 | 0.3 | ... | ... | ... | ... |

*Denotes less than 50,000 pounds; lass than 50,000 dollars.
[1]Florida Atlantic Coast port totala ahould be addad to Florida Gulf Coast port totals to obtain total exports through tha Customs District of Florida.

Table 2.—SHIPPING WEIGHT AND VALUE OF UNITED STATES WATERBORNE GENERAL IMPORTS AND INBOUND IN-TRANSIT MERCHANDISE, ON DRY CARGO AND TANKER VESSELS, BY CUSTOMS DISTRICT AND PORT OF UNLADING

(Totals are given for all customs districts at which there are vessel shipments. Only those ports are shown whose combined export and import tonnage averaged 5 million pounds or more per month during calendar year 1958. Customs district totals are for all ports in the district including those not shown. Totals represent the sums of unrounded figures, hence may vary slightly from the sums of the rounded amounts. Totals shown for previous months include current revisions)

| Customs district and port | Shipping weight in millions of pounds | | | | | | | Value in millions of dollars | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Dry cargo | | | Tanker | | | Dry cargo | | | Tanker | | |
| | Grand total | Total | General imports | In-transit | Total | General imports | In-transit | Total | General imports | In-transit | Total | General imports | In-transit |
| | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) |
| Total all districts: | | | | | | | | | | | | | |
| Monthly average 1958... | 31,411.1 | 13,425.6 | 13,318.9 | 106.7 | 17,985.6 | 15,948.5 | 2,037.1 | 693.7 | 673.6 | 20.1 | 148.9 | 128.7 | 20.2 |
| November 1958..... | 30,626.4 | 12,885.5 | 12,814.8 | 70.7 | 17,741.0 | 16,180.3 | 1,560.7 | 706.9 | 691.0 | 15.9 | 144.1 | 128.2 | 15.9 |
| October 1959..... | 35,015.0 | 17,795.6 | 17,681.6 | 114.0 | 17,219.4 | 15,269.1 | 1,950.3 | 784.1 | 764.6 | 19.5 | 129.1 | 108.8 | 20.3 |
| November 1959..... | 37,110.2 | 18,687.2 | 18,592.1 | 95.1 | 18,423.0 | 16,524.3 | 1,898.7 | 859.1 | 841.6 | 17.5 | 136.1 | 117.2 | 18.9 |
| North Atlantic Coast Districts..... | 22,381.7 | 9,054.7 | 8,981.1 | 73.6 | 13,327.0 | 11,439.1 | 1,887.9 | 530.0 | 517.2 | 12.8 | 99.4 | 80.6 | 18.8 |
| Maine and New Hampshire..... | 2,267.5 | 38.0 | 34.0 | 4.0 | 2,229.6 | 341.7 | 1,887.9 | 0.5 | 0.5 | (*) | 20.9 | 2.1 | 18.8 |
| Portland, Maine..... | 2,066.3 | 26.1 | 22.1 | 4.0 | 2,040.2 | 152.3 | 1,887.9 | 0.4 | 0.4 | (*) | 19.8 | 1.0 | 18.8 |
| Bangor, Maine..... | 24.0 | ... | ... | ... | 24.0 | 24.0 | ... | ... | ... | ... | 0.1 | 0.1 | ... |
| Portsmouth, N. H..... | 86.8 | 6.3 | 6.3 | ... | 80.5 | 80.5 | ... | (*) | (*) | ... | 0.5 | 0.5 | ... |
| Belfast, Maine..... | 18.8 | 3.4 | 3.4 | ... | 15.4 | 15.4 | ... | 0.1 | 0.1 | ... | 0.1 | 0.1 | ... |
| Searsport, Maine..... | 34.6 | ... | ... | ... | 34.6 | 34.6 | ... | ... | ... | ... | 0.2 | 0.2 | ... |
| Massachusetts..... | 1,048.8 | 278.8 | 278.5 | 0.3 | 770.0 | 770.0 | ... | 32.5 | 32.5 | (*) | 5.2 | 5.2 | ... |
| Boston..... | 935.2 | 267.6 | 267.6 | (*) | 667.5 | 667.5 | ... | 31.2 | 31.2 | (*) | 4.6 | 4.6 | ... |
| Gloucester..... | 5.7 | 5.7 | 5.7 | ... | ... | ... | ... | 1.0 | 1.0 | ... | ... | ... | ... |
| New Bedford..... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Fall River..... | 73.8 | 5.2 | 5.2 | ... | 68.6 | 68.6 | ... | 0.2 | 0.2 | ... | 0.4 | 0.4 | ... |
| Salem..... | 33.8 | (*) | (*) | ... | 33.8 | 33.8 | ... | (*) | (*) | ... | 0.2 | 0.2 | ... |
| Rhode Island..... | 294.3 | 18.9 | 18.9 | ... | 275.3 | 275.3 | ... | 0.5 | 0.5 | ... | 1.7 | 1.7 | ... |
| Providence..... | 293.7 | 18.4 | 18.4 | ... | 275.3 | 275.3 | ... | 0.5 | 0.5 | ... | 1.7 | 1.7 | ... |
| Connecticut..... | 306.0 | 27.0 | 27.0 | ... | 279.0 | 279.0 | ... | 0.5 | 0.5 | ... | 1.6 | 1.6 | ... |
| Bridgeport..... | 53.2 | 21.3 | 21.3 | ... | 31.9 | 31.9 | ... | 0.2 | 0.2 | ... | 0.2 | 0.2 | ... |
| New Haven..... | 172.9 | ... | ... | ... | 172.9 | 172.9 | ... | ... | ... | ... | 1.0 | 1.0 | ... |
| New London..... | 79.9 | 5.8 | 5.8 | ... | 74.2 | 74.2 | ... | 0.3 | 0.3 | ... | 0.5 | 0.5 | ... |
| New York..... | 6,733.2 | 1,876.0 | 1,817.8 | 58.2 | 4,857.2 | 4,857.2 | ... | 382.0 | 369.7 | 12.3 | 33.4 | 33.4 | ... |
| New York..... | 6,424.7 | 1,807.8 | 1,749.6 | 58.2 | 4,616.9 | 4,616.9 | ... | 380.9 | 368.6 | 12.3 | 31.8 | 31.8 | ... |
| Albany..... | 182.0 | 23.1 | 23.1 | ... | 158.8 | 158.8 | ... | 1.1 | 1.1 | ... | 0.9 | 0.9 | ... |
| Philadelphia..... | 7,148.9 | 3,386.9 | 3,378.8 | 8.1 | 3,761.9 | 3,761.9 | ... | 55.4 | 55.2 | 0.2 | 29.5 | 29.5 | ... |
| Philadelphia, Pa..... | 3,964.9 | 2,520.0 | 2,511.9 | 8.1 | 1,444.8 | 1,444.8 | ... | 48.9 | 48.7 | 0.2 | 11.4 | 11.4 | ... |
| Wilmington, Del..... | 469.1 | 82.9 | 82.9 | ... | 386.2 | 386.2 | ... | 2.5 | 2.5 | ... | 2.4 | 2.4 | ... |
| Paulsboro, N. J..... | 1,014.4 | 9.7 | 9.7 | ... | 1,004.6 | 1,004.6 | ... | 0.2 | 0.2 | ... | 8.0 | 8.0 | ... |
| Camden, N. J..... | 153.5 | 40.0 | 40.0 | ... | 113.5 | 113.5 | ... | 1.5 | 1.5 | ... | 1.0 | 1.0 | ... |
| Marcus Hook, Pa..... | 812.7 | ... | ... | ... | 812.7 | 812.7 | ... | ... | ... | ... | 6.7 | 6.7 | ... |
| Maryland..... | 3,639.7 | 3,056.0 | 3,053.0 | 3.0 | 583.6 | 583.6 | ... | 41.1 | 40.9 | 0.2 | 3.4 | 3.4 | ... |
| Baltimore..... | 3,538.6 | 3,056.0 | 3,053.0 | 3.0 | 482.6 | 482.6 | ... | 41.1 | 40.9 | 0.2 | 2.8 | 2.8 | ... |
| Virginia..... | 943.4 | 373.0 | 373.0 | (*) | 570.4 | 570.4 | ... | 17.3 | 17.3 | (*) | 3.6 | 3.6 | ... |
| Norfolk..... | 297.4 | 136.7 | 136.7 | (*) | 160.6 | 160.6 | ... | 14.3 | 14.3 | (*) | 1.0 | 1.0 | ... |
| Newport News..... | 628.2 | 218.5 | 218.5 | ... | 409.8 | 409.8 | ... | 1.9 | 1.9 | ... | 2.6 | 2.6 | ... |
| Richmond..... | 3.9 | 3.9 | 3.9 | ... | ... | ... | ... | 0.2 | 0.2 | ... | ... | ... | ... |
| Alexandria..... | 13.9 | 13.9 | 13.9 | ... | ... | ... | ... | 0.9 | 0.9 | ... | ... | ... | ... |
| South Atlantic Coast Districts..... | 1,423.3 | 631.1 | 630.5 | 0.6 | 792.1 | 792.1 | ... | 31.2 | 31.0 | 0.2 | 5.5 | 5.5 | ... |
| North Carolina..... | 154.5 | 52.6 | 52.6 | ... | 101.9 | 101.9 | ... | 4.4 | 4.4 | ... | 1.0 | 1.0 | ... |
| Wilmington..... | 108.6 | 52.6 | 52.6 | ... | 56.0 | 56.0 | ... | 4.4 | 4.4 | ... | 0.3 | 0.3 | ... |
| Morehead City..... | 45.9 | (*) | (*) | ... | 45.9 | 45.9 | ... | (*) | (*) | ... | 0.6 | 0.6 | ... |
| South Carolina..... | 206.9 | 65.7 | 65.7 | ... | 141.2 | 141.2 | ... | 5.6 | 5.6 | ... | 0.8 | 0.8 | ... |
| Charleston..... | 206.9 | 65.7 | 65.7 | ... | 141.2 | 141.2 | ... | 5.6 | 5.6 | ... | 0.8 | 0.8 | ... |
| Georgetown..... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Georgia..... | 427.4 | 234.2 | 234.1 | 0.1 | 193.2 | 193.2 | ... | 6.5 | 6.5 | (*) | 1.2 | 1.2 | ... |
| Brunswick..... | 101.6 | 101.6 | 101.6 | ... | ... | ... | ... | 0.2 | 0.2 | ... | ... | ... | ... |
| Savannah..... | 325.8 | 132.7 | 132.6 | 0.1 | 193.2 | 193.2 | ... | 6.3 | 6.3 | (*) | 1.2 | 1.2 | ... |
| Florida[1]..... | 634.5 | 278.7 | 278.1 | 0.6 | 355.8 | 355.8 | ... | 14.7 | 14.5 | 0.2 | 2.5 | 2.5 | ... |
| Jacksonville..... | 360.2 | 179.7 | 179.7 | (*) | 180.5 | 180.5 | ... | 6.2 | 6.2 | (*) | 1.3 | 1.3 | ... |
| Miami..... | 52.8 | 30.1 | 30.0 | 0.1 | 22.7 | 22.7 | ... | 4.3 | 4.3 | (*) | 0.2 | 0.2 | ... |
| West Palm Beach..... | 70.9 | 19.0 | 18.5 | 0.5 | 51.9 | 51.9 | ... | 1.8 | 1.6 | 0.2 | 0.4 | 0.4 | ... |
| Port Everglades..... | 149.2 | 48.4 | 48.4 | (*) | 100.8 | 100.8 | ... | 2.4 | 2.4 | (*) | 0.6 | 0.6 | ... |
| Gulf Coast Districts... | 4,331.4 | 3,714.0 | 3,705.0 | 9.0 | 617.3 | 606.5 | 10.8 | 94.3 | 92.7 | 1.6 | 4.0 | 3.9 | 0.1 |
| Florida[1]..... | 203.9 | 137.7 | 137.7 | (*) | 66.2 | 66.2 | ... | 5.6 | 5.4 | 0.2 | 0.4 | 0.4 | ... |
| Tampa..... | 149.0 | 119.0 | 119.0 | (*) | 30.0 | 30.0 | ... | 4.4 | 4.2 | 0.2 | 0.2 | 0.2 | ... |
| Pensacola..... | 18.6 | 18.6 | 18.6 | ... | ... | ... | ... | 1.2 | 1.2 | ... | ... | ... | ... |
| Bocagrande..... | 36.1 | ... | ... | ... | 36.1 | 36.1 | ... | ... | ... | ... | 0.2 | 0.2 | ... |
| Panama City..... | (*) | (*) | (*) | ... | ... | ... | ... | (*) | (*) | ... | ... | ... | ... |
| Mobile..... | 1,388.2 | 1,315.5 | 1,314.8 | 0.7 | 72.7 | 72.7 | ... | 10.8 | 10.8 | (*) | 0.5 | 0.5 | ... |
| Mobile, Ala..... | 1,354.6 | 1,281.9 | 1,281.2 | 0.7 | 72.7 | 72.7 | ... | 10.4 | 10.4 | (*) | 0.5 | 0.5 | ... |
| Gulfport, Miss..... | 33.6 | 33.6 | 33.6 | ... | ... | ... | ... | 0.4 | 0.4 | ... | ... | ... | ... |
| Pascagoula, Miss..... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| New Orleans..... | 1,377.4 | 1,268.3 | 1,260.5 | 7.8 | 109.1 | 109.1 | ... | 44.8 | 43.5 | 1.3 | 0.8 | 0.8 | ... |
| New Orleans, La..... | 528.0 | 478.9 | 471.1 | 7.8 | 49.2 | 49.2 | ... | 40.4 | 39.1 | 1.3 | 0.4 | 0.4 | ... |
| Baton Rouge, La..... | 558.2 | 558.2 | 558.2 | ... | ... | ... | ... | 3.1 | 3.1 | ... | ... | ... | ... |
| Port Sulphur, La..... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| St. Louis..... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Sabine..... | 81.4 | 2.8 | 2.8 | ... | 78.5 | 67.7 | 10.8 | 0.3 | 0.3 | ... | 0.6 | 0.5 | 0.1 |
| Port Arthur, Tex..... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Sabine, Tex..... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Beaumont, Tex..... | 81.2 | 2.6 | 2.6 | ... | 78.5 | 67.7 | 10.8 | 0.3 | 0.3 | ... | 0.6 | 0.5 | 0.1 |
| Lake Charles, La..... | 0.2 | 0.2 | 0.2 | ... | ... | ... | ... | (*) | (*) | ... | ... | ... | ... |

See footnotes at end of table.

Table 2.—SHIPPING WEIGHT AND VALUE OF UNITED STATES WATERBORNE GENERAL IMPORTS AND INBOUND IN-TRANSIT MERCHANDISE, ON DRY CARGO AND TANKER VESSELS, BY CUSTOMS DISTRICT AND PORT OF UNLADING—Continued

| Customs district and port | Shipping weight in millions of pounds | | | | | | | Value in millions of dollars | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Grand total | Dry cargo | | | Tanker | | | Dry cargo | | | Tanker | | |
| | | Total | General imports | In-transit | Total | General imports | In-transit | Total | General imports | In-transit | Total | General imports | In-transit |
| | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) |
| Gulf Coast Districts—Continued | | | | | | | | | | | | | |
| Galveston | 1,279.4 | 988.6 | 988.1 | 0.5 | 290.8 | 290.8 | ... | 32.5 | 32.4 | 0.1 | 1.6 | 1.6 | ... |
| Galveston, Tex | 19.5 | 19.5 | 19.1 | 0.4 | ... | ... | ... | 2.4 | 2.3 | 0.1 | ... | ... | ... |
| Houston, Tex | 457.5 | 269.3 | 269.2 | 0.1 | 188.1 | 188.1 | ... | 25.8 | 25.7 | 0.1 | 1.1 | 1.1 | ... |
| Freeport, Tex | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Corpus Christi, Tex | 801.1 | 698.5 | 698.5 | ... | 102.7 | 102.7 | ... | 3.5 | 3.5 | ... | 0.5 | 0.5 | ... |
| Texas City, Tex | 1.3 | 1.3 | 1.3 | ... | ... | ... | ... | 0.9 | 0.9 | ... | ... | ... | ... |
| Laredo | 1.1 | 1.1 | 1.1 | (*) | ... | ... | ... | 0.3 | 0.3 | (*) | ... | ... | ... |
| Brownsville, Tex | 1.1 | 1.1 | 1.1 | (*) | ... | ... | ... | 0.3 | 0.3 | (*) | ... | ... | ... |
| South Pacific Coast Districts | 2,807.7 | 830.5 | 825.3 | 5.2 | 1,977.2 | 1,977.2 | (*) | 101.2 | 98.8 | 2.3 | 14.1 | 14.1 | (*) |
| San Diego | 51.0 | 14.6 | 14.4 | 0.2 | 36.5 | 36.5 | ... | 1.1 | 1.1 | (*) | 0.6 | 0.6 | ... |
| Los Angeles | 1,498.4 | 418.7 | 415.0 | 3.7 | 1,079.7 | 1,079.7 | ... | 54.1 | 52.5 | 1.6 | 8.5 | 8.5 | ... |
| Los Angeles, Calif | 1,020.1 | 268.0 | 264.3 | 3.7 | 752.2 | 752.2 | ... | 39.9 | 38.4 | 1.5 | 6.3 | 6.3 | ... |
| Port San Luis, Calif | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Long Beach, Calif | 478.0 | 150.4 | 150.4 | (*) | 327.5 | 327.5 | ... | 14.1 | 14.0 | 0.1 | 2.3 | 2.3 | ... |
| El Segundo, Calif | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| San Francisco | 1,258.3 | 397.3 | 395.9 | 1.4 | 861.0 | 861.0 | ... | 45.8 | 45.1 | 0.7 | 5.0 | 5.0 | (*) |
| Eureka, Calif | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| San Francisco, Calif | 166.1 | 166.2 | 164.8 | 1.4 | ... | ... | ... | 35.2 | 34.5 | 0.7 | ... | ... | ... |
| Stockton, Calif | 7.9 | 7.9 | 7.9 | ... | ... | ... | ... | 1.6 | 1.6 | ... | ... | ... | ... |
| Oakland, Calif | 28.9 | 28.9 | 28.9 | ... | ... | ... | ... | 4.0 | 4.0 | ... | ... | ... | ... |
| Richmond, Calif | 492.0 | 49.8 | 49.8 | ... | 442.2 | 442.2 | ... | 2.7 | 2.7 | ... | 2.6 | 2.6 | ... |
| Alameda, Calif | 25.6 | 25.6 | 25.6 | (*) | ... | ... | ... | 0.7 | 0.7 | (*) | ... | ... | ... |
| Crockett, Calif | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Martinez, Calif | 418.8 | ... | ... | ... | 418.8 | 418.8 | (*) | ... | ... | ... | 2.3 | 2.3 | (*) |
| Redwood City, Calif | (*) | (*) | (*) | ... | ... | ... | ... | (*) | (*) | ... | ... | ... | ... |
| Selby, Calif | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| North Pacific Coast Districts | 1,059.2 | 497.1 | 493.2 | 3.9 | 562.1 | 562.1 | ... | 20.2 | 19.9 | 0.3 | 4.7 | 4.7 | ... |
| Oregon | 124.1 | 71.8 | 71.7 | 0.1 | 52.4 | 52.4 | ... | 8.1 | 8.1 | (*) | 0.6 | 0.6 | ... |
| Astoria | 0.5 | 0.5 | 0.5 | ... | ... | ... | ... | 0.1 | 0.1 | ... | ... | ... | ... |
| Coos Bay | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Portland | 100.4 | 48.1 | 48.0 | 0.1 | 52.4 | 52.4 | ... | 5.3 | 5.3 | (*) | 0.6 | 0.6 | ... |
| Longview, Wash | 21.6 | 21.6 | 21.6 | ... | ... | ... | ... | 2.6 | 2.6 | ... | ... | ... | ... |
| Vancouver, Wash | 1.7 | 1.7 | 1.7 | ... | ... | ... | ... | 0.2 | 0.2 | ... | ... | ... | ... |
| Washington | 935.1 | 425.3 | 421.5 | 3.8 | 509.8 | 509.8 | ... | 12.1 | 11.8 | 0.3 | 4.1 | 4.1 | ... |
| Seattle | 168.0 | 167.9 | 164.1 | 3.8 | ... | ... | ... | 9.8 | 9.5 | 0.3 | ... | ... | ... |
| Tacoma | 73.5 | 73.5 | 73.5 | (*) | ... | ... | ... | 1.4 | 1.4 | (*) | ... | ... | ... |
| Aberdeen-Hoquiam | 1.9 | 1.9 | 1.9 | ... | ... | ... | ... | 0.1 | 0.1 | ... | ... | ... | ... |
| Bellingham | 115.5 | 115.5 | 115.5 | ... | ... | ... | ... | 0.3 | 0.3 | ... | ... | ... | ... |
| Everett | 8.2 | 8.2 | 8.2 | ... | ... | ... | ... | (*) | (*) | ... | ... | ... | ... |
| Port Angeles | 18.9 | 18.9 | 18.9 | ... | ... | ... | ... | 0.1 | 0.1 | ... | ... | ... | ... |
| Port Townsend | 33.7 | 33.7 | 33.7 | ... | ... | ... | ... | 0.1 | 0.1 | ... | ... | ... | ... |
| Anacortes | 428.9 | 5.6 | 5.6 | ... | 423.3 | 423.3 | ... | 0.3 | 0.3 | ... | 3.2 | 3.2 | ... |
| Great Lakes Districts | 3,857.7 | 3,833.6 | 3,831.9 | 1.7 | 24.1 | 24.1 | ... | 72.4 | 72.3 | 0.1 | 0.4 | 0.4 | ... |
| St. Lawrence | 31.3 | 17.7 | 17.7 | ... | 13.6 | 13.6 | ... | 0.8 | 0.8 | ... | 0.1 | 0.1 | ... |
| Ogdensburg, N. Y. | 24.7 | 17.7 | 17.7 | ... | 7.0 | 7.0 | ... | 0.8 | 0.8 | ... | (*) | (*) | ... |
| Waddington, N. Y. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Rochester | 37.8 | 37.8 | 37.8 | ... | ... | ... | ... | 1.6 | 1.6 | ... | ... | ... | ... |
| Oswego, N. Y. | 11.0 | 11.0 | 11.0 | ... | ... | ... | ... | 0.7 | 0.7 | ... | ... | ... | ... |
| Rochester, N. Y. | 26.8 | 26.8 | 26.8 | ... | ... | ... | ... | 0.9 | 0.9 | ... | ... | ... | ... |
| Sodus Point, N. Y. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Buffalo | 476.8 | 476.8 | 476.8 | ... | ... | ... | ... | 3.6 | 3.6 | ... | ... | ... | ... |
| Buffalo, N. Y. | 430.5 | 430.5 | 430.5 | ... | ... | ... | ... | 3.3 | 3.3 | ... | ... | ... | ... |
| Duluth and Superior | 62.3 | 62.3 | 62.3 | ... | ... | ... | ... | 1.1 | 1.1 | ... | ... | ... | ... |
| Duluth, Minn | 12.4 | 12.4 | 12.4 | ... | ... | ... | ... | 0.6 | 0.6 | ... | ... | ... | ... |
| Ashland, Wis | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| International Falls-Ranier, Minn | 27.4 | 27.4 | 27.4 | ... | ... | ... | ... | 0.2 | 0.2 | ... | ... | ... | ... |
| Superior, Wis | 22.5 | 22.5 | 22.5 | ... | ... | ... | ... | 0.4 | 0.4 | ... | ... | ... | ... |
| Wisconsin | 171.6 | 171.6 | 170.1 | 1.5 | ... | ... | ... | 9.3 | 9.2 | 0.1 | ... | ... | ... |
| Milwaukee | 121.7 | 121.7 | 120.2 | 1.5 | ... | ... | ... | 6.9 | 6.8 | 0.1 | ... | ... | ... |
| Marinette | 23.4 | 23.4 | 23.4 | ... | ... | ... | ... | 1.5 | 1.5 | ... | ... | ... | ... |
| Green Bay | 10.2 | 10.2 | 10.2 | ... | ... | ... | ... | 0.6 | 0.6 | ... | ... | ... | ... |
| Michigan | 691.5 | 691.4 | 691.4 | (*) | ... | ... | ... | 17.1 | 17.1 | (*) | ... | ... | ... |
| Detroit | 579.3 | 579.3 | 579.3 | (*) | ... | ... | ... | 12.7 | 12.7 | (*) | ... | ... | ... |
| Saginaw-Bay City | 69.5 | 69.5 | 69.5 | ... | ... | ... | ... | 2.0 | 2.0 | ... | ... | ... | ... |
| Muskegon | 12.6 | 12.6 | 12.6 | ... | ... | ... | ... | 1.2 | 1.2 | ... | ... | ... | ... |
| Calcite | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Presque Isle | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

See footnotes at end of table.

Table 2.—SHIPPING WEIGHT AND VALUE OF UNITED STATES WATERBORNE GENERAL IMPORTS AND INBOUND IN-TRANSIT MERCHANDISE, ON DRY CARGO AND TANKER VESSELS, BY CUSTOMS DISTRICT AND PORT OF UNLADING—Continued

| Customs district and port | Shipping weight in millions of pounds | | | | | | | Value in millions of dollars | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Grand total | Dry cargo | | | Tanker | | | Dry cargo | | | Tanker | | |
| | | Total | General imports | In-transit | Total | General imports | In-transit | Total | General imports | In-transit | Total | General imports | In-transit |
| | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) |
| Great Lakes Districts—Continued | | | | | | | | | | | | | |
| Chicago | 634.4 | 631.1 | 630.9 | 0.2 | 3.4 | 3.4 | ... | 22.4 | 22.4 | (*) | 0.3 | 0.3 | ... |
| Chicago, Ill | 499.1 | 495.8 | 495.6 | 0.2 | 3.4 | 3.4 | ... | 21.7 | 21.7 | (*) | 0.3 | 0.3 | ... |
| East Chicago, Ind | 135.3 | 135.3 | 135.3 | ... | ... | ... | ... | 0.7 | 0.7 | ... | ... | ... | ... |
| Gary, Ind | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Ohio | 1,752.0 | 1,744.9 | 1,744.9 | ... | 7.1 | 7.1 | ... | 16.4 | 16.4 | ... | 0.1 | 0.1 | ... |
| Cleveland | 420.3 | 420.3 | 420.3 | ... | ... | ... | ... | 9.1 | 9.1 | ... | ... | ... | ... |
| Toledo | 247.7 | 240.6 | 240.6 | ... | 7.1 | 7.1 | ... | 2.4 | 2.4 | ... | 0.1 | 0.1 | ... |
| Erie, Pa | 54.2 | 54.2 | 54.2 | ... | ... | ... | ... | 0.6 | 0.6 | ... | ... | ... | ... |
| Sandusky | 1.1 | 1.1 | 1.1 | ... | ... | ... | ... | (*) | (*) | ... | ... | ... | ... |
| Ashtabula | 446.6 | 446.6 | 446.6 | ... | ... | ... | ... | 1.8 | 1.8 | ... | ... | ... | ... |
| Conneaut | 13.2 | 13.2 | 13.2 | ... | ... | ... | ... | 0.3 | 0.3 | ... | ... | ... | ... |
| Fairport | 94.5 | 94.5 | 94.5 | ... | ... | ... | ... | 0.2 | 0.2 | ... | ... | ... | ... |
| Huron | 215.2 | 215.2 | 215.2 | ... | ... | ... | ... | 0.9 | 0.9 | ... | ... | ... | ... |
| Lorain | 259.2 | 259.2 | 259.2 | ... | ... | ... | ... | 1.2 | 1.2 | ... | ... | ... | ... |
| Puerto Rico, Hawaii, and Alaska Districts | 1,249.3 | 126.2 | 125.1 | 1.1 | 1,123.1 | 1,123.1 | ... | 9.8 | 9.7 | 0.1 | 7.9 | 7.9 | ... |
| Puerto Rico | 1,226.6 | 103.5 | 102.5 | 1.0 | 1,123.1 | 1,123.1 | ... | 6.8 | 6.7 | 0.1 | 7.9 | 7.9 | ... |
| Guanica | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Mayaguez | 7.5 | 1.7 | 1.7 | ... | 5.8 | 5.8 | ... | 0.1 | 0.1 | ... | (*) | (*) | ... |
| Ponce | 14.7 | 14.7 | 14.7 | ... | ... | ... | ... | 0.4 | 0.4 | ... | ... | ... | ... |
| San Juan | 241.6 | 87.1 | 86.1 | 1.0 | 154.4 | 154.4 | ... | 6.3 | 6.2 | 0.1 | 1.0 | 1.0 | ... |
| Hawaii | 21.5 | 21.5 | 21.5 | (*) | ... | ... | ... | 2.9 | 2.9 | (*) | ... | ... | ... |
| Honolulu | 19.3 | 19.3 | 19.3 | (*) | ... | ... | ... | 2.7 | 2.7 | (*) | ... | ... | ... |
| Alaska | 1.1 | 1.1 | 1.1 | ... | ... | ... | ... | (*) | (*) | ... | ... | ... | ... |

*Denotes less than 50,000 pounds; less than 50,000 dollars.
[1]Florida Atlantic Coast port totals should he added to Florida Gulf Coast port totals to obtain total imports through the Customs District of Florida.

Table 3.—SHIPPING WEIGHT OF UNITED STATES EXPORTS OF DOMESTIC AND FOREIGN MERCHANDISE ON DRY CARGO AND TANKER VESSELS, BY TRADE AREA, TYPE OF SERVICE, AND AMOUNT CARRIED ON UNITED STATES FLAG VESSELS

(Data in millions of pounds. Totals represent the sums of unrounded figures, hence may vary slightly from the sums of the rounded amounts. Totals shown for previous months include current revisions)

| Trade area | Total all vessels | | Dry cargo vessels[1] | | | | | | Tanker vessels | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Total dry cargo | | Liner | | Irregular | | | |
| | Total shipping weight | United States flag | Total | United States flag | Total | United States flag | Total | United States flag | Total | United States flag |
| | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) |
| Total all trade areas: | | | | | | | | | | |
| Monthly average 1958 | 19,104.0 | 3,113.1 | 17,425.8 | 2,722.8 | 4,958.5 | 1,548.5 | 12,467.3 | 1,174.0 | 1,678.2 | 390.3 |
| November 1958 | 19,912.4 | 3,397.3 | 17,971.0 | 2,962.2 | 5,246.5 | 1,491.5 | 12,724.5 | 1,470.8 | 1,941.4 | 435.1 |
| October 1959 | 17,673.6 | 3,003.0 | 15,492.6 | 2,658.6 | 5,412.4 | 1,267.4 | 10,080.2 | 1,391.3 | 2,181.0 | 344.4 |
| November 1959 | 17,212.3 | 2,622.6 | 15,355.1 | 2,224.9 | 4,950.2 | 1,277.1 | 10,404.8 | 947.8 | 1,857.2 | 397.7 |
| Foreign trade areas except Canadian | 13,636.3 | 1,873.2 | 12,021.9 | 1,595.1 | 4,919.5 | 1,276.1 | 7,102.4 | 318.9 | 1,614.4 | 278.1 |
| Caribbean | 822.6 | 213.7 | 763.2 | 174.6 | 539.0 | 127.2 | 224.1 | 47.3 | 59.4 | 39.1 |
| East Coast South America | 605.7 | 213.0 | 497.3 | 113.1 | 138.0 | 44.8 | 359.3 | 68.3 | 108.4 | 99.9 |
| West Coast South America | 169.5 | 40.3 | 160.5 | 40.3 | 92.4 | 40.3 | 68.2 | (*) | 9.0 | ... |
| West Coast Central America and Mexico | 52.5 | 11.2 | 31.3 | 11.2 | 27.7 | 11.2 | 3.6 | ... | 21.2 | ... |
| Gulf Coast Mexico | 46.6 | 0.2 | 46.6 | 0.2 | 27.6 | ... | 19.0 | 0.2 | ... | ... |
| United Kingdom and Eire | 1,311.7 | 105.8 | 1,113.2 | 105.8 | 399.0 | 105.8 | 714.1 | ... | 198.5 | ... |
| Baltic, Scandinavia, Iceland and Greenland | 679.6 | 91.7 | 644.9 | 91.7 | 322.2 | 69.7 | 322.6 | 22.1 | 34.7 | ... |
| Bayonne-Hamburg Range | 4,220.0 | 162.9 | 3,432.0 | 162.9 | 990.9 | 162.9 | 2,441.1 | ... | 788.0 | ... |
| Portugal and Spanish Atlantic | 199.1 | 47.4 | 199.1 | 47.4 | 38.6 | 1.6 | 160.5 | 45.8 | ... | ... |
| Azores, Mediterranean and Black Sea | 1,696.9 | 259.2 | 1,661.3 | 230.5 | 549.8 | 150.5 | 1,111.4 | 80.0 | 35.6 | 28.7 |
| West Coast Africa | 57.6 | 20.5 | 57.6 | 20.5 | 53.7 | 20.5 | 3.8 | ... | ... | ... |
| South and East Africa | 117.3 | 39.6 | 98.2 | 39.6 | 98.1 | 39.6 | 0.1 | ... | 19.1 | ... |
| Australasia | 154.2 | 35.2 | 148.8 | 29.8 | 124.3 | 28.0 | 24.5 | 1.8 | 5.4 | 5.4 |
| India, Persian Gulf and Red Sea | 491.7 | 231.4 | 310.3 | 126.3 | 184.1 | 75.8 | 126.3 | 50.5 | 181.4 | 105.1 |
| Malaya and Indonesia | 75.8 | 22.0 | 75.8 | 22.0 | 53.4 | 21.5 | 22.5 | 0.5 | ... | ... |
| South China, Formosa and Philippines | 323.9 | 138.4 | 323.9 | 138.4 | 247.1 | 136.1 | 76.8 | 2.3 | ... | ... |
| North China including Shanghai and Japan | 2,611.6 | 240.6 | 2,458.0 | 240.6 | 1,033.5 | 240.6 | 1,424.5 | (*) | 153.6 | ... |
| Canadian trade areas | 3,576.0 | 749.5 | 3,333.2 | 629.9 | 30.8 | 1.0 | 3,302.4 | 628.9 | 242.8 | 119.6 |
| Pacific Canada | 103.4 | 66.6 | 29.9 | 2.7 | 5.5 | 1.0 | 24.4 | 1.7 | 73.5 | 63.9 |
| Great Lakes Canada | 3,149.5 | 682.7 | 3,032.8 | 627.0 | 15.2 | ... | 3,017.6 | 627.0 | 116.7 | 55.7 |
| Atlantic Canada and Newfoundland | 323.1 | 0.1 | 270.5 | 0.1 | 10.1 | ... | 260.4 | 0.1 | 52.6 | ... |

*Denotes less than 50,000 pounds.
[1]Classification of dry cargo vessels as "liner" or "irregular or tramp" is based on characteristics of each voyage (whether the voyage is part of a scheduled berth operation, etc.) using the classification criteria of the Maritime Administration.

Table 4.—SHIPPING WEIGHT OF UNITED STATES GENERAL IMPORTS OF MERCHANDISE ON DRY CARGO AND TANKER VESSELS, BY TRADE AREA, TYPE OF SERVICE, AND AMOUNT CARRIED ON UNITED STATES FLAG VESSELS

(Data in millions of pounds. Totals represent the sums of unrounded figures, hence may vary slightly from the sums of the rounded amounts. Totals shown for previous months include current revisions)

| Trade area | Total all vessels | | Dry cargo vessels[1] | | | | | | Tanker vessels | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Total dry cargo | | Liner | | Irregular | | | |
| | Total shipping weight | United States flag | Total | United States flag | Total | United States flag | Total | United States flag | Total | United States flag |
| | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) |
| Total all trade areas: | | | | | | | | | | |
| Monthly average 1958 | 29,267.4 | 3,441.1 | 13,318.9 | 2,265.0 | 2,914.7 | 1,003.2 | 10,404.1 | 1,261.8 | 15,948.5 | 1,176.1 |
| November 1958 | 28,995.1 | 2,742.8 | 12,814.8 | 1,841.2 | 3,071.7 | 947.8 | 9,743.1 | 893.3 | 16,180.3 | 901.6 |
| October 1959 | 32,950.7 | 3,724.4 | 17,681.6 | 2,724.6 | 3,234.6 | 972.2 | 14,446.9 | 1,752.5 | 15,269.1 | 999.8 |
| November 1959 | 35,116.4 | 3,743.2 | 18,592.1 | 2,891.4 | 3,552.6 | 995.5 | 15,039.5 | 1,896.0 | 16,524.3 | 851.8 |
| Foreign trade areas except Canadian | 28,980.5 | 2,917.8 | 12,472.9 | 2,066.0 | 3,386.7 | 982.9 | 9,086.1 | 1,083.2 | 16,507.6 | 851.8 |
| Caribbean | 18,136.8 | 1,535.1 | 5,701.4 | 719.5 | 251.6 | 89.3 | 5,449.8 | 630.2 | 12,435.4 | 815.6 |
| East Coast South America | 783.6 | 258.3 | 747.4 | 258.3 | 167.0 | 65.2 | 580.4 | 193.1 | 36.2 | ... |
| West Coast South America | 1,921.4 | 284.8 | 1,910.5 | 284.8 | 265.5 | 105.8 | 1,645.1 | 179.0 | 10.9 | ... |
| West Coast Central America and Mexico | 289.7 | 64.1 | 289.7 | 64.1 | 6.1 | 2.7 | 283.6 | 61.4 | ... | ... |
| Gulf Coast Mexico | 599.3 | 36.4 | 125.3 | 0.3 | 42.8 | (*) | 82.5 | 0.3 | 474.0 | 36.1 |
| United Kingdom and Eire | 282.2 | 67.2 | 279.0 | 67.2 | 210.6 | 67.2 | 68.4 | (*) | 3.2 | ... |
| Baltic, Scandinavia, Iceland and Greenland | 313.2 | 18.1 | 311.0 | 18.1 | 231.6 | 18.1 | 79.4 | ... | 2.2 | ... |
| Bayonne-Hamburg Range | 961.3 | 88.6 | 926.6 | 88.6 | 729.2 | 88.1 | 197.4 | 0.5 | 34.7 | ... |
| Portugal and Spanish Atlantic | 87.0 | 7.0 | 67.7 | 7.0 | 29.3 | 7.0 | 38.5 | ... | 19.3 | ... |
| Azores, Mediterranean and Black Sea | 682.1 | 62.6 | 349.8 | 62.6 | 214.1 | 62.6 | 135.6 | (*) | 332.3 | ... |
| West Coast Africa | 397.6 | 34.3 | 359.0 | 34.3 | 108.6 | 34.3 | 250.5 | ... | 38.6 | ... |
| South and East Africa | 386.7 | 141.0 | 386.7 | 141.0 | 218.4 | 141.0 | 168.3 | ... | ... | ... |
| Australasia | 102.6 | 32.9 | 102.6 | 32.9 | 99.0 | 32.9 | 3.7 | ... | ... | ... |
| India, Persian Gulf and Red Sea | 3,007.5 | 66.2 | 178.3 | 66.2 | 160.0 | 48.1 | 18.2 | 18.0 | 2,829.2 | ... |
| Malaya and Indonesia | 373.3 | 43.6 | 96.5 | 43.6 | 96.4 | 43.6 | 0.1 | ... | 276.8 | ... |
| South China, Formosa and Philippines | 308.8 | 79.2 | 308.8 | 79.2 | 269.3 | 79.2 | 39.5 | ... | ... | ... |
| North China including Shanghai and Japan | 347.3 | 98.5 | 332.4 | 98.5 | 287.2 | 97.8 | 45.2 | 0.7 | 14.9 | ... |
| Canadian trade areas | 6,135.9 | 825.4 | 6,119.2 | 825.4 | 165.8 | 12.6 | 5,953.4 | 812.8 | 16.7 | ... |
| Pacific Canada | 595.2 | 106.3 | 595.2 | 106.3 | 32.7 | 12.6 | 562.5 | 93.7 | ... | ... |
| Great Lakes Canada | 2,118.9 | 679.4 | 2,102.2 | 679.4 | 45.4 | ... | 2,056.8 | 679.4 | 16.7 | ... |
| Atlantic Canads and Newfoundland | 3,421.9 | 39.7 | 3,421.9 | 39.7 | 87.7 | ... | 3,334.1 | 39.7 | ... | ... |

*Denotes less than 50,000 pounds.

[1]Classification of dry cargo vessels as "liner" or "irregular or tramp" is based on characteristics of each voyage (whether the voyage is part of a scheduled berth operation, etc.) using the classification criteris of the Maritime Administration.

Table 5.—DEPARTMENT OF DEFENSE CONTROLLED CARGO EXPORTED BY VESSEL UNDER THE UNITED STATES FOREIGN AID PROGRAMS, AND "SPECIAL CATEGORY" NON-DEPARTMENT OF DEFENSE CONTROLLED CARGO EXPORTED BY VESSEL—COASTAL DISTRICT OF LADING BY TYPE OF SERVICE AND AMOUNTS CARRIED ON UNITED STATES FLAG AND FOREIGN FLAG VESSELS

(Shipping weight in 1,000 pounds. Totals represent the sums of unrounded figures, hence may vary slightly from the sums of the rounded amounts. Totals shown for previous months include current revisions)

| United States Coastal district of lading | Total all vessels | | | | United States flag vessels | | | Foreign flag vessels | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Grand total | Liner service | Irregular or tramp service | Tanker vessel | Liner service | Irregular or tramp service | Tanker vessel | Liner service | Irregular or tramp service | Tanker vessel |
| | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) |
| Total all coastal districts: | | | | | | | | | | |
| Monthly average 1958 | 380,099 | 117,393 | 25,556 | 237,150 | 97,176 | 20,556 | 14,444 | 20,217 | 5,000 | 222,706 |
| November 1958 | 519,318 | 131,629 | 89,331 | 298,357 | 107,311 | 49,302 | 14,264 | 24,318 | 40,029 | 284,093 |
| October 1959 | 271,406 | 82,149 | 14,684 | 174,573 | 66,450 | 14,427 | 10,207 | 15,699 | 257 | 164,366 |
| November 1959 | 264,958 | 83,254 | 5,710 | 175,994 | 67,980 | 2,125 | 1,614 | 15,274 | 3,586 | 174,380 |
| North Atlantic ports | 19,143 | 14,600 | 3,556 | 987 | 9,891 | 901 | 986 | 4,709 | 2,654 | (*) |
| South Atlantic ports | 2,827 | 1,250 | 1,577 | ... | 753 | 1,207 | ... | 497 | 371 | ... |
| Gulf Coast ports | 201,604 | 27,390 | 546 | 173,668 | 19,433 | ... | ... | 7,957 | 546 | 173,668 |
| South Pacific ports | 12,147 | 11,508 | 11 | 628 | 10,749 | 10 | 628 | 759 | 1 | ... |
| North Pacific ports | 26,964 | 26,247 | 7 | 711 | 26,083 | 7 | ... | 164 | ... | 711 |
| Great Lakes ports | 2,224 | 2,224 | ... | ... | 1,070 | ... | ... | 1,153 | ... | ... |
| Puerto Rico, Hawaii and Alaska ports | 48 | 35 | 14 | ... | ... | ... | ... | 35 | 14 | ... |

*Denotes less than 500 pounds.

Table 6.--DEPARTMENT OF DEFENSE CONTROLLED CARGO EXPORTED BY VESSEL UNDER UNITED STATES FOREIGN AID PROGRAMS, AND "SPECIAL CATEGORY" NON-DEPARTMENT OF DEFENSE CONTROLLED CARGO EXPORTED BY VESSEL--TRADE AREA BY TYPE OF VESSEL SERVICE AND AMOUNT CARRIED ON UNITED STATES FLAG VESSELS:

(In thousands of pounds. Totals represent the sums of unrounded figures, hence may vary slightly from the sums of the rounded amounts)

| Trade area | Total all vessels | | Dry cargo vessels[1] | | | | | | Tanker vessels | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Total dry cargo | | Liner | | Irregular | | | |
| | Total shipping weight | United States flag | Total | United States flag | Total | United States flag | Total | United States flag | Total | United States flag |
| | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) |
| Total all trade areas: | | | | | | | | | | |
| Monthly average 1958 | 380,099 | 132,176 | 142,949 | 117,732 | 117,393 | 97,176 | 25,556 | 20,556 | 237,150 | 14,444 |
| October 1959 | 271,406 | 91,086 | 96,833 | 80,879 | 82,149 | 66,452 | 14,684 | 14,427 | 174,573 | 10,207 |
| November 1959 | 264,958 | 71,720 | 88,964 | 70,106 | 83,254 | 67,981 | 5,710 | 2,125 | 175,994 | 1,614 |
| Foreign trade areas except Canadian | 185,185 | 70,734 | 88,957 | 70,106 | 83,252 | 67,981 | 5,705 | 2,125 | 96,228 | 628 |
| Caribbean | 7,723 | 305 | 4,979 | 305 | 3,113 | 304 | 1,865 | 1 | 2,744 | ... |
| East Coast South America | 596 | 309 | 359 | 309 | 359 | 309 | (*) | ... | 237 | ... |
| West Coast South America | 716 | 380 | 716 | 380 | 716 | 380 | ... | ... | ... | ... |
| West Coast Central America and Mexico | 45 | ... | 45 | ... | 44 | ... | 1 | ... | ... | ... |
| Gulf Coast Mexico | 105 | ... | 105 | ... | 105 | ... | ... | ... | ... | ... |
| United Kingdom and Eire | 1,844 | 586 | 1,060 | 586 | 1,046 | 586 | 14 | ... | 784 | ... |
| Baltic, Scandinavia, Iceland and Greenland | 6,873 | 118 | 422 | 118 | 422 | 118 | ... | ... | 6,451 | ... |
| Bayonne-Hamburg Range | 26,166 | 1,010 | 4,573 | 1,010 | 2,872 | 1,010 | 1,701 | ... | 21,593 | ... |
| Portugal and Spanish Atlantic | 62 | 41 | 62 | 41 | 62 | 41 | ... | ... | ... | ... |
| Unidentified countries in Western Europe | 313 | 313 | 313 | 313 | 309 | 309 | 4 | 4 | ... | ... |
| Azores, Mediterranean and Black Sea | 71,846 | 9,029 | 14,998 | 9,029 | 13,505 | 7,537 | 1,493 | 1,493 | 56,848 | ... |
| West Coast Africa | 923 | 381 | 923 | 381 | 923 | 381 | ... | ... | ... | ... |
| South and East Africa | 82 | 28 | 82 | 28 | 82 | 28 | ... | ... | ... | ... |
| Australasia | 975 | 713 | 347 | 85 | 347 | 85 | ... | ... | 628 | 628 |
| India, Persian Gulf and Red Sea | 8,530 | 7,266 | 8,530 | 7,266 | 8,098 | 6,834 | 433 | 433 | ... | ... |
| Malaya and Indonesia | 468 | 381 | 468 | 381 | 468 | 381 | ... | ... | ... | ... |
| South China, Formosa and Philippines | 17,534 | 10,209 | 10,591 | 10,209 | 10,591 | 10,209 | ... | ... | 6,943 | ... |
| North China including Shanghai and Japan | 40,386 | 39,664 | 40,386 | 39,664 | 40,193 | 39,470 | 194 | 194 | (*) | ... |
| Canadian trade areas | 79,773 | 986 | 7 | (*) | 2 | ... | 5 | (*) | 79,766 | 986 |
| Pacific Canada | 713 | (*) | 2 | (*) | 2 | ... | (*) | (*) | 711 | ... |
| Great Lakes Canada | 47,846 | 986 | ... | ... | ... | ... | ... | ... | 47,846 | 986 |
| Atlantic Canada and Newfoundland | 31,214 | ... | 5 | ... | ... | ... | 5 | ... | 31,209 | ... |

*Denotes less than 500 pounds; less than one tenth of one percent.

[1]Classification of dry cargo vessels as "liner" or "irregular or tramp" is based on characteristics of each voyage (whether the voyage is part of a scheduled berth operation, etc.) using the classification criteria of the Maritime Administration.

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